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HONOURING THE FALLEN ON THE AMERICAN FRONT: THE BURIAL OF THE FIRST UNITED STATES SOLDIERS
KILLED IN ACTION IN FRANCE.

The heroic soldiers of the United States, who are coming over in hundreds of thousands to fight in Europe for the liberty of the world and the safety of democracy, have already begun to pay toll to death for their patriotic sacrifice. Not only in the trenches, but on the high seas, where the lurking submarine menaces their transports, American troops have suffered—in the "Tuscania." Our drawing illustrates the funeral of the first

United States soldiers killed on the Western Front, where the U.S. Army has for some time been holding a sector of its own. Mr. Newton D. Baker, the United States Secretary for War, is reported to have stated recently that they would have more than 500,000 men in France early this year. The U.S. Army, it is said, now exceeds 1,500,000 picked men. The supply of officers is equally satisfactory.

DRAWN BY S. BEGG FROM AN OFFICIAL PHOTOGRAPH. COPYRIGHTED IN THE UNITED STATES AND CANADA.

THE THREATENED GERMAN OFFENSIVE.

By MAJOR W. WHITTALL.

IN considering the anticipated German offensive in the West, there are two separate and distinct aspects to be taken into account. One of these, the material, is very frequently discussed from every angle of view; but the other, the moral, is seldom referred to by critical writers on the war. And yet this second aspect is in many respects almost equal in importance to the other, especially when we bear in mind that it has been said, with considerable truth, that it is the nation whose nerves hold out best and longest that will be the victor in the world struggle. There is no doubt that the moral effect of anticipation is making itself felt among the peoples of the Allied nations, and, if we could know the truth, very probably to a much greater degree in Germany—and with far more justification in the latter case.

So far as the people of England are concerned, the effect is observable in a certain disposition towards nerve-tension—which, be it said, is a very different thing from "nerves," as we understand the term—inseparable from the condition of waiting passively for the opening sounds of a conflict which will almost inevitably prove to be the most colossal clash of arms in the whole history of war, ancient and modern.

It seems to me that there is a question which it is as well should be asked and answered, in order that we should not allow our quite understandable, and in fact inevitable, anxiety to degenerate into "nerves." That question, briefly, is: Supposing the threatened offensive to be seriously intended, what is the balance of probability of success or failure? As

to the intention, I believe it is present; and that for very obvious reasons—reasons that have been so often and clearly set forth that I feel safe in assuming the reader to be familiar with them. In endeavouring to arrive at a conclusion, it is clear that the only safe premise we can take is that of comparative man-power, expressed in terms of the number of troops already in the field, and of reserves in sight. Let me say here that a great deal of harm has been done by those who, in order to show that the Government has not done its duty to the Army, have distorted the figures relating to this vital aspect of the war in the present year. We have been told by one critic of the Government that the Germans will be able in 1918 to oppose the Western Allies with a superiority of some fifty divisions, or, roughly, 480,000 men. This is demonstrably wide of the mark. We know that at the present moment the enemy has some 178 divisions in the West, with about 65 more divisions in the East, and in the depôts; while the Anglo-French armies are, for the time being, slightly superior in numbers, leaving out of the calculation the Belgian and Portuguese contingents, and the American formations already in France. Now, the most the German Command can hope for, in the event of a separate peace with Russia, is to move a further thirty divisions from East to West. As a matter of fact, it is highly improbable that anything like that number could be made available, but it is as well to take the highest figure.

Assuming the present strength of the Franco-

British Armies to remain stationary—which, again, is improbable—the moving of these thirty divisions to the West would give the enemy a superiority of about 240,000 men, which would be serious, but not by any means decisive, if it stood alone. But it does not, because there are the contingents of our three Allies to come into the account; and therefore we are completely safe in assuming that, when the shock comes, we shall be able to meet it, no matter whether it come sooner or later, with at least equal numbers.

So far that is good; but when we come to examine the respective reserves in sight, the future looks very much better from our point of view. America will have 500,000 men in France within the next few months, with another 1,500,000 to follow closely, and with a reserve of at least 8,000,000 behind them again. On the other hand, Germany's man-power, in the shape of her annual classes, is mortgaged right up to the end of 1920. She cannot depend upon getting another man from her industries after the drastic and repeated combing-out in which she has indulged, or rather, has been forced into. These figures are beyond dispute, and they certainly do not indicate that we need feel unduly anxious about the immediate future of the war. If, as seems highly probable, the German Command elects to put fortune to the test of a last desperate attempt to secure victory in the field, it will only be obeying the compulsion of conditions outside its control, and will be playing the Allied game. Nor need we view the outcome with apprehension.

WAR WEARINESS IN THE NAPOLEONIC PERIOD.

By E. B. OSBORN.

A CENTURY ago Napoleon was safely interned in his island-prison, and a former First Lord of the Admiralty complaisantly quoted Isaiah in his diary: "Can this be the man that made the earth to tremble, that did shake kingdoms, that made the world as a wilderness and destroyed the cities thereof, that opened not the house of his prisoners?" There was no pity for fallen greatness in the hearts of Englishmen who had been tried by fiercer and more sudden extremes of good and evil fortune than we have yet experienced in the struggle against a tyrant-nation, and had endured all manner of hardships, including famine and the disease that follows it, for twenty-one perilous years. The working classes of the Napoleonic period would have scoffed at the complaints of food shortage which are uttered to-day by their full-fed successors, whose high standard of living in peacetime recalled Defoe's saying that Englishmen eat three times as much as any Continental people.

It is generally supposed that the England of a hundred years ago was self-supporting so far as the staple food-stuffs were concerned. In a year of good harvests it was so; less than three weeks' supply of corn would then be imported. But in a lean year—and bad harvests were frequent between 1793 and 1815—twenty weeks' supply had to be brought in, and the price of the wheat loaf soared sky-high. The Sunday joint, the lack of which is so bitterly lamented by our modern proletariat, was a luxury undreamed of by the toilers in field and factory of the Napoleonic era. They were well content if they could get half

the present allowance of bread with a rag of nettle-fed bacon or a chunk of ill-flavoured cheese. Napoleon's "Continental System" and the ravages of enemy privateers (which took a larger toll of our mercantile shipping, even after Trafalgar, than the U-boats did at the height of their success), cut deeply into our export trade, left the manufacturer's warehouse crammed with unsaleable goods, and made unemployment chronic throughout the industrial areas. There were no munition-factories to provide every man and woman with a steady war job. Charlotte Brontë's "Shirley" gives us an admirably accurate picture of the manufacturer's difficulties, and the distress of his "hands" in the later stages of the war. Little wonder that, as she wrote in that curiously modern, because so very "temperamental," story, "national honour was become a mere empty name, of no value in the eyes of many, because their sight was dim with famine, and for a morsel of meat they would have sold their birthright." But the wrath of the starving workers did not take the form of a stop-the-war agitation. It was directed against the new machinery which was already making England the world's workshop. The modern parallel to this ill-directed campaign against "iron bread-stealers," as the new machines were called, is to be found in the desire of unenlightened Labourites to wreck the improved mechanism of industry and finance which is now being built up for the benefit of employers and employed alike in the coming peace-time.

There can be no doubt that the working classes

are infinitely better off in war-time to-day than they were even in the peaceful days that preceded, and followed, the last French bid for world-dominion. Indeed, the stress of the struggle bears more lightly on them than the Crimean War did, as I lately learnt from an old Yorkshire couple who remember the cost of potato bread and black sugar at the time—he is a rosy-cheeked retired farmer of over ninety, and she a busy, bustling dame of going on for eighty, who has all the past clear in remembrance. "Why, it's Canaan to-day for 'em," said the ancient lady, "if they only knew." Taxation, however, was not heavier in the Napoleonic years than it is to-day. The dog license was one of Pitt's many inventions, which caused Sydney Smith to observe that "a truly free Englishman walks about to-day covered with licenses." Symptoms of war-weariness were even more marked then than now. We find that one of Wellington's officers wrote to his mother in 1812, saying: "All the croakers are in England"—an observation which is constantly recurring in letters sent from the front to the back in this very year of decision. The soldiers and the statesmen who broke Napoleon's tyranny, and knew they were breaking it, were always being venomously attacked by those who, like Sydney Smith, writing under the *nom-de-paix* of Peter Plymley, thought France unconquerable, and England bound to be invaded. Yet the spirit of the nation expressed in Wordsworth's dauntless poems in the end prevailed, and a century of peace and prosperity was the reward.

THE FOOD VALUE OF OUR RATIONS.

By F. LEGGE.

EVERYBODY likely to read this is probably aware by this time that the chief use of food is to furnish heat to the body, which, in its turn, is converted into work, whether for muscles, brains, or the mere carrying on of the functions of the organism. The unit adopted by science for the measurement of this is the *calorie*, or amount of heat necessary to raise one cubic centimetre of water one degree Centigrade. The Report of the Food Committee of the Royal Society lays down that, taking into account all occupations, from the heaviest to the lightest, an "average man doing an average day's work" requires daily 3400 "great" calories (each of 1000 of the above units); and Dr. Waller's experiments have shown that this can be safely reduced to 2500 of such calories in the case of adults in sedentary work. Women, on the same authority, require seven or eight tenths, and children under ten one-half, of these amounts. Let us see what is the food-value of the rations to which the nation is asked to pledge itself voluntarily.

The first and most important of the rationed foods is, of course, bread. The agricultural labourer before the war used to eat 2 lb. of this daily; and the manual worker on heavy labour is still allowed 1 lb. 2 oz. Taking the daily ½ lb. to which the average citizen is asked to limit himself, we find that it is equal to 625 calories. Meat, the voluntary daily ration of which is given at 4 4-7 oz., is most difficult to estimate, as the calories per lb. that it produces vary from 2685 in the case of bacon to 575 for the calf's liver which in more plentiful times used to go with it. Taking,

however, about twenty of the kinds of meat in general consumption, they average 1150 cal. per lb., or not very far off the food value of bread. Knocking off the odd 4-7 oz. to which we are in strictness entitled, we get, therefore, from our voluntary meat ration an average of 287 cal. Of cereals other than bread we are entitled to about 2 oz. daily, and the range of their difference in food value is very small, running from 1860 cal. per lb. for oatmeal to 1630 for rice; and they average 1690 cal., which would give us 212 cal. for our 2 oz. Of butter, margarine, and other fats, including those used in cooking, we are allowed—when we can get them—3½ oz., the number of calories per lb. being here extremely high, and ranging from 4010 for lard to 3525 for margarine. The average is 3700, which will give us 730 more calories; while sugar, the only other food at present rationable, at ½ lb. per week, gives us 132 cal. daily. We have, then, from rationed foods only—i.e., from bread, 625 calories; from meat, 287; from cereals, 212; from butter and fats, 730; and from sugar, 132; or, in all, 1986 calories, leaving 514 to be supplied from unrationed foods for the sedentary worker, and 900 more in the case of the "average" man. How are these to be supplied?

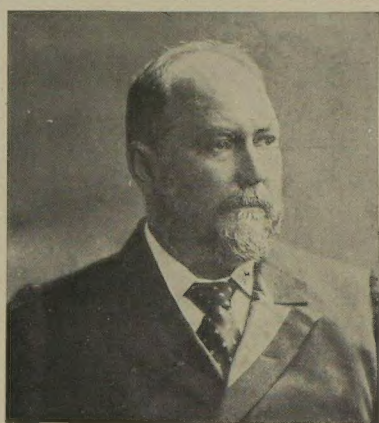
As a fact, the choice is a pretty wide one. Cheese—the present scarcity of which is only temporary, will give 2050 cal. per lb., and eggs 635. Fish ranges from 935 for salmon, 740 for halibut, and 375 for fresh herrings, to 165 for haddock; while fried fish as at present sold heads the list with 1000 cal. to the lb.,

and kippers come fairly close with 750. Then we have vegetables of all kinds, from artichokes (most rich in calories of those now obtainable), giving 365 cal. to the lb.; potatoes, not far short with 310; onions—which some people are, as the children say, too proud to eat—with 205; down to cabbage and turnips, with 125. Among fruits, we have nuts of all kinds, from the peanut giving 2353 calories, down to filberts with 1575, figs and dates with 1450, and apples with only 10 calories less. And all these are solid foods. Milk, which is still to be got, supplies nearly twice the number of calories obtainable from meat, and works out at about 400 cal. per pint; while, *pace* the teetotallers, the food value of beer and other alcoholic drinks is not negligible. Tea and coffee have been omitted, as their value as food depends on other qualities than the infinitesimal number of calories they afford.

Let us suppose that the average citizen supplements his rations with only ½ lb. of fish, 1 lb. of potatoes, ½ pint of milk, and 1 apple daily. This would give him, in other than rationed foods, 890 additional calories, or a total of some 370 more than Dr. Waller found sufficient; and this without taking into consideration cheese (when available), turnips, carrots, green vegetables, and things like cornflour, arrowroot, and tapioca, of which there is no scarcity. With such a choice before us, there is certainly no danger of starvation; and, with the example of our brave soldiers who have the ill-luck to be prisoners in Germany, we should not grumble.

NAMES IN EVERYBODY'S MOUTH: PEOPLE OF THE MOMENT.

PHOTOGRAPHS BY LAFAYETTE, TOPICAL, SWAINE, BASSANO, HOPPE, SPORT AND GENEHAT, AND SPRAIGHT.



SIR JOHN FORREST.

Sir John Forrest, who was recently made a Baron, is the first Australian peer. He was also the first Premier of Western Australia, and the first white man to cross the Continent from Perth to Adelaide. He was four times Commonwealth Treasurer, and in 1907 Acting Premier.



M. TROTSKY.

According to a Reuter telegram from Brest-Litovsk, through Amsterdam, M. Trotsky declared the war with the Central Powers at an end, and ordered the demobilisation of the Russian forces on all fronts.



LORD BEAVERBROOK

Lord Beaverbrook, known until last year, when he became a peer, as Sir Max Aitken, has just been appointed Minister of Propaganda and Chancellor of the Duchy of Lancaster. In 1915 he was the Canadian "Eye-Witness," and later published "Canada in Flanders."



CAPT. SIR DOUGLAS BROWNRIGG, BT, R.N., C.B.

Sir Douglas Brownrigg, who recently received a well-deserved C.B., is the fourth Baronet. He entered the Navy in 1881, and served in the Soudan in 1884. He retired in 1913. During the war he has been Chief Censor at the Admiralty.



JEMADAR GOBIND SINGH, V.C.

Jemadar Gobind Singh, of the Indian cavalry, received his V.C. from the King recently at Buckingham Palace. He thrice carried messages over a mile and a-half of open ground swept by enemy fire, his horse being shot under him each time.



MRS. BURLEIGH LEACH, C.B.E.

Mrs. Burleigh Leach, wife of Col. Burleigh Leach, has been appointed Chief Controller of the Women's Army Auxiliary Corps. She has been Controller of Inspection of the W.A.A.C. since it began. She organised the sending of women cooks to military camps.



CAPT. PETER McLEAN.

Capt. McLean was in command of the U.S. transport "Tuscania," recently torpedoed off the Irish coast. He was recently made an officer of the Order of the British Empire for his fine work during the war. He was saved from the "Tuscania."



THE NEW MARQUESS OF DUFFERIN.

The new Marquess of Dufferin and Ava, previously known as Lord Frederick Blackwood, succeeded to the title recently on the death of his brother. He is now serving in the Grenadier Guards, and was formerly in the 9th Lancers. He also served in S. Africa.



SIR HENRY NORMAN, BT., M.P.

Sir Henry Norman has recently been appointed an additional member of the Air Council. He is on the Inventions Panel of the Ministry of Munitions, and has acted as liaison officer of the Ministry with the French Ministry of Inventions.

In connection with the portrait of M. Trotsky, the Bolshevik leader and head of the Russian delegates in the peace conferences at Brest-Litovsk, it may be recalled that the following telegram was circulated by Reuter's Agency on February 11, as having come from Brest-Litovsk via Amsterdam on the previous day: "At to-day's sitting the President of the Russian delegation stated that Russia, while desisting from signing a formal peace

treaty, declares as ended the state of war with Germany, Austria-Hungary, Turkey, and Bulgaria, and simultaneously is giving orders for the complete demobilisation of the Russian forces on all fronts." The above report followed shortly after the announcement that a treaty of peace had been signed between the Central Powers and the Ukraine Republic, and the despatch of a German ultimatum to Roumania.

"THE IMMEDIATE TASK . . . THE PROSECUTION OF THE

DRAWN BY S. BEGG FROM A SKETCH

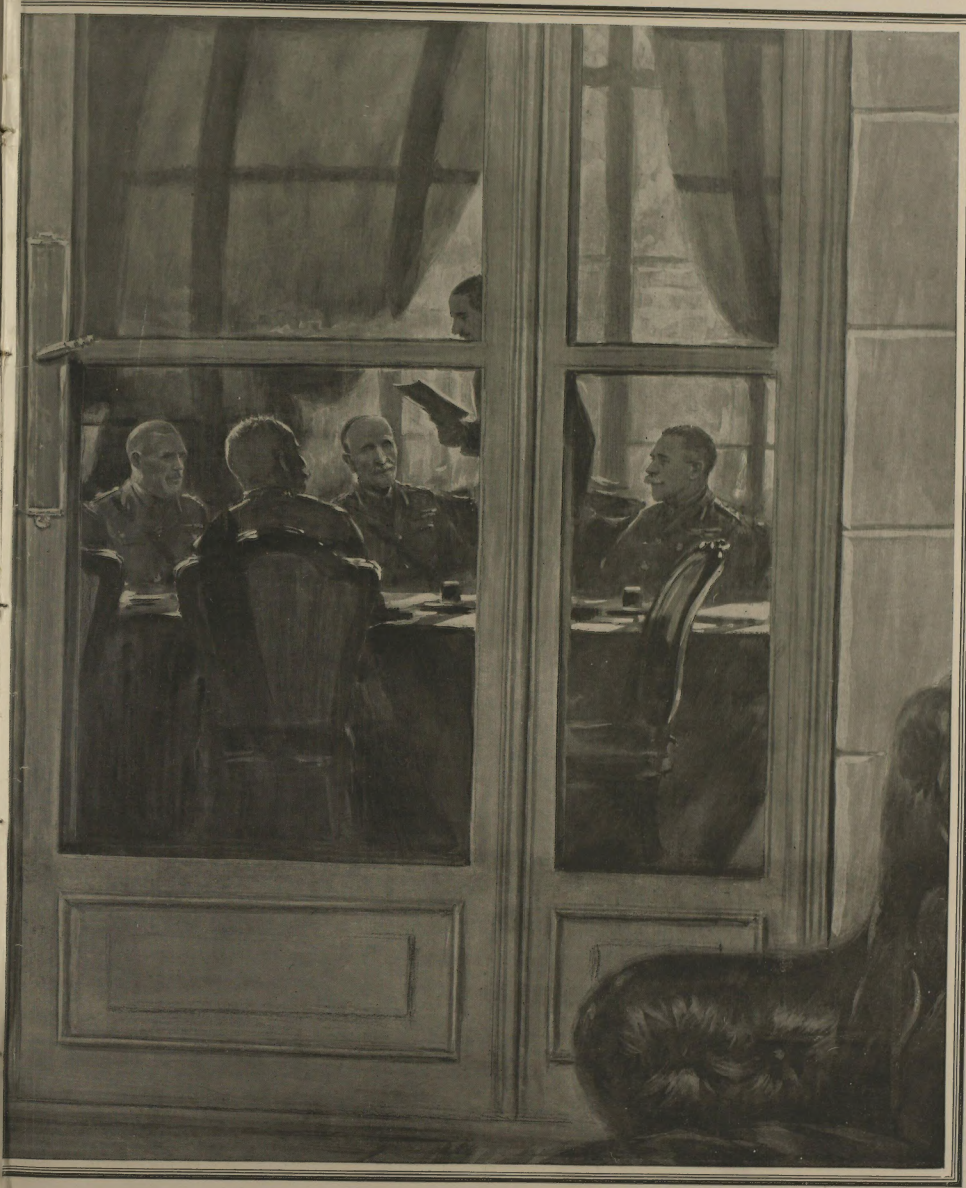


THE SUPREME WAR COUNCIL AT VERSAILLES: (LEFT TO RIGHT). M. PICHON; M. CLEMENCEAU; GENERAL CADORNA (BACK TO SPECTATOR); GENERAL SIR H. H.

One of the momentous meetings of the Supreme War Council of the Allies, held recently at Versailles, is here seen through the glass doors of the session chamber in the Trianon Palace. The official statement issued after the close of the Conference said: "The Supreme War Council gave the most careful consideration to the recent utterances of the German Chancellor and of the Austro-Hungarian Minister for Foreign Affairs, but was unable to find in them any real approximation to the moderate conditions laid down by all the Allied Governments. This conviction was only deepened by the impression made by the contrast between the professed idealistic aims with which the Central Powers entered upon the present negotiations at Brest-Litovsk and their now openly disclosed plans of conquest and spoliation. Under the circumstances, the Supreme War Council decided that the only immediate task before them lay in the prosecution,

MILITARY EFFORT OF THE ALLIES": VERSAILLES COUNCIL.

MADE ON THE SPOT BY LUCIEN JONAS.



BARON SONNINO (BACK TO SPECTATOR); MR. LLOYD GEORGE; GENERAL SIR W. ROBERTSON; WILSON; AN INTERPRETER (STANDING); AND SIR DOUGLAS HAIG.

with the utmost vigour and in the closest and most effective co-operation, of the military effort of the Allies, until such time as the pressure of that effort shall have brought about in the enemy Governments and peoples a change of temper which would justify the hope of the conclusion of peace on terms which would not involve the abandonment, in face of an aggressive and unrepentant militarism, of all the principles of freedom, justice, and the respect for the law of nations which the Allies are resolved to vindicate. . . . A complete agreement was arrived at. . . . The Allies are united in heart and will, not by any hidden designs, but by their open resolve to defend civilisation against an unscrupulous and brutal attempt at domination. This unanimity . . . will enable them to meet the violence of the enemy's onset with firm and quiet confidence, and with the utmost energy."—[Drawing Copyrighted in the United States and Canada.]

THE OPENING OF PARLIAMENT BY THE KING: THE PROCESSION.

PHOTOGRAPHS BY L.N.A., SPORT AND GENERAL, AND C.N.



1. THE INDIAN ESCORT.

2. THE KING AND QUEEN.

3. THE ROYAL CARRIAGE IN THE PROCESSION.

4. THE PRINCE OF WALES (SECOND FROM RIGHT).

5. UNITED STATES SAILORS AMONG THE ONLOOKERS.

6. ADMIRAL WEMYSS (LEFT) AND GENERAL ROBERTSON.

The new Session of Parliament was opened by the King on February 12. His Majesty wore naval uniform, while the Queen was in black, and the Prince of Wales (home on leave from the Italian front) in khaki. There was much khaki among the onlookers, who included also many bluejackets of the United States Navy. The mounted escort was of an Imperial character. Headed by a splendid detachment of Indian officers, it

contained likewise 16 officers each of the Canadian, Australian, New Zealand, South African, Newfoundland, and West Indian forces, besides a troop of the Royal Horse Guards. The third carriage in the procession contained Admiral Sir Rosslyn Wemyss, First Sea Lord of the Admiralty; General Sir William Robertson, Chief of the Imperial General Staff; Admiral Sir Michael Culme-Seymour; and Lieut.-Colonel Sir Frederick Ponsonby.

AIRMEN AND COLD STEEL IN PALESTINE: TWO TURK DEFEATS.

DRAWN BY H. W. KOEKKOEK FROM MATERIALS SUPPLIED BY AN EYE-WITNESS.



BRITISH AIRMEN BOMBING TURKISH INFANTRY NEAR A VILLAGE NORTH OF JERUSALEM: THE INFANTRY TRYING TO FIGHT THE AIRMEN WITH MUSKETRY AS THE COLUMN BROKE UP.



A YEOMANRY SQUADRON CHARGING TURKISH INFANTRY WHICH ATTACKED WITH BAYONETS OWING TO THEIR AMMUNITION FAILING: RIDING DOWN THE ENEMY WITH THE SABRE.

Our airmen, writes a correspondent in regard to the first illustration, have done extremely valuable work in Palestine. They hold complete mastery over the enemy, who rarely try to cross our lines. In action they repeatedly demoralise the enemy, bombing battalions and batteries, and damaging roads and bridges. In one incident depicted, some of our bomb-droppers attacked massed Turks and dispersed them with bombs and machine-guns, causing heavy casualties. The Turks tried in vain to check our airmen with rifle fire.

As to the second illustration. During one of many reconnaissances by our Yeomanry corps, one squadron, while "feeling its way" through difficult country cut up by ravines and watercourses, was attacked by Turkish infantry. Apparently the enemy were short of cartridges, for they charged with the bayonet. Our horsemen went at the Turks, sabring them right and left. Half the enemy were killed or wounded. The rest surrendered.—[Drawings Copyrighted in the United States and Canada.]



By G. K. CHESTERTON.

THREE things have happened recently, all pointing to one thing: they were the Note of the War Council; the last speech of the German Chancellor; and the course and apparent conclusion of the German Strike. Something may well be said, not so much about them as about the thing to which they point. That thing is the immediate continuation—and, let us hope, the successful conclusion, of the war itself. It is the continuation of the war as a war—not as a compromise, or a conspiracy, or an anarchy, or a chapter of accidents. Western Europe will not copy Eastern Europe, even when it really sympathises with Eastern Europe. In other words, it will not prolong the war by the pretence of stopping it; and it will not abolish all war by the addition of civil war. It may do this, of course, for men may do anything; but in its present mood it will not aim at the above logical achievements, and I think that its present mood will last for what remains to be done. As M. Clemenceau, the ablest Western statesman, said the other day, if Russia had remained in the war, there would today be no war. Any State seceding, any section rebelling, any single man dropping out, lengthens the war and does not shorten it. Faced with this fact, we may consider a few facts that follow; and the first is one about which all journalists like myself should warn themselves and each other—I mean the fact that, since we are finally and after all seeking a military settlement, it should be left to military science.

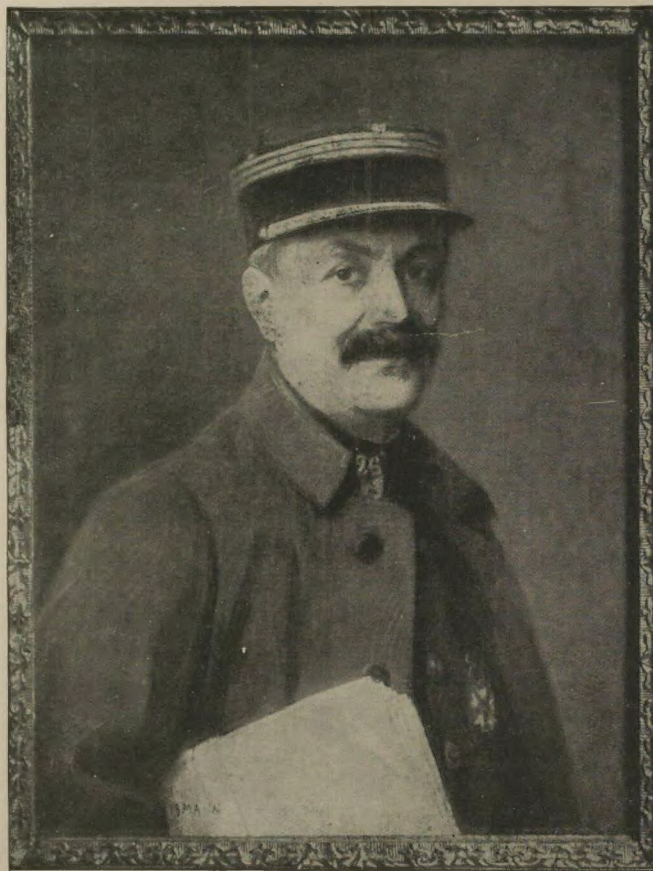
The reason that politicians and journalists must not be allowed to dictate to armies is a simple and practical one. But, like many simple and practical things, it has many sides and could be stated in many ways. It might be stated by saying that publicists deal in maps, while soldiers deal in landscapes. It might be stated by saying that military government is not and ought not to be a thing merely centralised; it means a vast amount of local government, and in that sense a vast amount of Home Rule. But the most practical way of stating it may be found in a phrase of Napoleon, to the effect that any fool can say what ought to be done in war, and that the only test of a fine soldier is to do it.

Some of my fellow journalists seem to find it very hard to swallow this simple truth. Yet it is a truth which ought to be explicable to men whose trade is writing, and to which there are obvious parallels in the work of the pen. Suppose somebody comes to me and says: "I can give you the scheme of a splendid novel on the spot. A philanthropist, a subtle compound of self-respect and self-deception, gradually deteriorates in character with the success of his benevolent schemes, and an inner sense of failure drives him to suicide; while the drunkard he strives to rescue finds a mystical happiness in the humility of his own self-knowledge, and becomes an inspiration to others like a saint. There now, you have only to work that out thoroughly, and it will be a great success." What this magnanimous man might possibly overlook would be the Napoleonic distinction between planning a thing and doing it. Unfortunately, it would be when I attempted to describe the mystical humility, or the inner sense of failure, that I should discover (to my regret) that my name is not Shakespeare or Balzac. It would be when I tried actually to mix the self-respect with the self-deception that I should discover (what, indeed, I know already) that I am not a novelist, but a journalist. But the principle would be true to some extent even of the work

of a journalist. If my imaginary man said to me, "You have only to begin your next article for *The Illustrated London News* with six rather startling epigrams, of provocative wit but profound wisdom, and so gradually work up to a piece of perfect prose eloquence, something between Burke and Ruskin"—I think we should agree that my man was rather hopeful than helpful. And the fallacy involved lies in the fact that writing, like fighting, deals with things. Unless we know those things, in each particular case, it is perfectly futile to give general advice. Unless we know what the tragic drunkard did or said to signify his mystical humility, it is idle to tell the novelist that it must be something significant. Unless we

never seen him or his work. It is more sane to settle strategy by a debate on the battlefield, between men who have at least been in the battle, than to settle it by a decision in a newspaper office by somebody who has never been near a battle in his life. A mutiny is at least military, in the sense that it is about something, and something that affects the soldier; but a scare may be a fuss about nothing initiated by a nobody—even if wealth or political intrigue have made him seem like a somebody.

This is the first resolution for the last round—that we should resist any journalistic campaign to revolutionise the military campaign. It is far less respectable than revolution in the ordinary sense, for it is not even serious. But there is another way in which printed matter may affect us fallaciously; and we may well be warned of it. We must not again be deflected from our own direct business by news of discontent and dissolution among our enemies. There may be such news; it may be true; it may be exaggerated; it may be manufactured—it makes no difference to our own duty. If it is true, we cannot really tell in what proportion it is true—and proportion is the whole point in practical calculations. The moral common-sense of the whole war has again and again been put in peril by this neglect of proportion. A man would point to a piece of Prussianism in England; and completely forget that, even in calling it Prussianism, he was admitting that it was much more typical of Prussia. A man would admit that the action of the enemy's army was criminal, and then answer that there was a criminal in the English Army. He would hear that thousands of German soldiers entered Belgium, already equipped with an apparatus useless for fighting and only useful for arson; and he would retort that an English drunkard set fire to a haystack. The question now is not whether some German has set fire to some haystack; it is how far the conflagration has spread, or is likely to spread. And these are exactly the proportions we cannot really calculate, even if they could affect our own course. Even if the German revolutionists rose like the Russian, we could not say that they would win like the Russian; and to pretend to say it is irresponsible prophecy, which is bluff. Nor, even if they did win, would it be any reason that we should not try to win. On the contrary, if internal forces really began to fight on our side, there would be a stronger reason for not leaving them to fight alone. If they were to help us, we should be bound not to desert them; if the Prussian tyranny were really attacked on both



A FRENCH OFFICIAL WHO HAS LATELY ORDERED SOME SENSATIONAL ARRESTS: CAPTAIN BOUCHARDON.

Captain Bouchardon's name has been much before the public of late in connection with the notable trials now proceeding, or pending, in Paris. He is Examining Magistrate, and in that capacity it fell to him to issue warrants for various arrests, among others that of M. Joseph Caillaux, ex-Premier of France.

From a Pastel by M. Jacques Weismann.

know what the commander in the field has to do—in detail—and what he has in hand to do it with, it is futile to tell him to "break through," or "send assistance" to somebody, or "make a diversion" somewhere. He has not got to do it with pen and paper; he has got to do it with so much machinery and munitionment, so many miles of good and bad road, such-and-such weather and chance information and choice of evils. His success will only be valuable if he gets it upon certain terms—and, above all, in a certain time. We laugh or weep, as the case may be, at the anarchy of the Russian mutinies, in which soldiers held mass-meetings on the battlefield, and court-martialled and executed their Generals. And certainly Russian anarchy has been both an absurdity and a calamity for the cause of the free nations. But the Russian anarchists were more rational than many of the English journalists. It is more sensible that an officer should be tried by the soldiers he has led than by the scaremongers he has never seen, and who have

sides by revolution and war, it would be all the more reason for both attacks being vigorous. If Bavaria, for instance, really detached herself from Prussia, it would be the first necessity to see that Prussia did not make one of her bloody examples of Bavaria. I doubt whether Bavaria would do so, but nobody will doubt that she would deserve all sympathy and support if she did. For the Bavarian Catholics, much more than those wooden-witted materialists the Prussian Socialists, are really the battered and truncated stump from which a better Germany may grow. But I refuse to forget, in speculations about whether Bavaria might be Prussia's enemy, the fact that Prussia is our enemy, and that her very hold upon Bavaria lies in the legend that she will always be a victorious enemy. If we destroy that legend by defeating that enemy, we have dealt the real stroke of deliverance and emancipation, compared with which all compromises have not only avoided the point, but have actually delayed the peace.

ON THE ITALIAN NORTHERN FRONT: ALPINI ABOVE THE SNOW LINE.

ITALIAN OFFICIAL PHOTOGRAPHS.



NEAR ONE OF THE ITALIAN MOUNTAIN OUTPOSTS ON LOBBIA ALTA: A RELIEF DETACHMENT OF ALPINI CLAMBERING UP A STEEP ASCENT WITH THE AID OF A GUIDE-ROPE.



ALONG A BOULDER-STREWN, KNIFE-EDGE RIDGE AT THE EDGE OF A SNOW-COVERED PLATEAU: AN ALPINI PICKET WORKING ALONG A ROUGH AND DANGEROUS TRACK.

The Italian Alpini are all picked men. They hail from the villages and small towns along the Alpine border districts of Northern Italy, and are men and youths used to mountaineering. Before the war the Italian Army possessed several brigades of Alpini troops, distributed by battalions at centres where the roads through the northern mountain passes debouch among the Alpine foothills on the great plain of Venetia and Lombardy. Their training has always been for mountain warfare, and carried out, alike in winter

and summer, under war-time conditions as far as possible, and with Spartan rigour. Since the war began the Alpini regiments have, of course, been largely added to, while the feats of heroism before the enemy officially recorded to their credit rival those of the marvellous Bersaglieri, and in many cases are unique for audacity, hardihood, and calm courage. Italy first raised Alpini regiments in 1872, in order to watch the French frontier south of Switzerland; and France responded by raising the famous Chasseurs Alpins.

ABOVE THE SNOW-LINE ON THE NORTHERN ITALIAN

ITALIAN OFFICIAL

MOUNTAIN FRONT: SCOUTING PATROL SERVICE ON SKIS.

PHOTOGRAPHS.



IN THE VENEROCOLO DISTRICT, ABOVE THE SNOW-LINE: A SKI RECONNOITERING DETACHMENT IN WHITE CLOTHING (FOR "INVISIBILITY") AND STEEL HELMETS.



ON THE VEDRETTA DEL MANDRONE: A RECONNAISSANCE IN FORCE, PREPARED TO BRUSH PAST AUSTRIAN PATROLS, CROSSING A SNOW-FIELD BY A BEATEN TRACK.



ON THE VEDRETTA DEL MANDRONE: A RECONNOITERING DETACHMENT ON SKIS CROSSING A SNOW-COVERED PLATEAU.



ON THE VEDRETTA DEL MANDRONE: A SCOUTING PARTY ON SKIS MAKING ITS WAY FORWARD IN OPEN FILES, ACROSS DEEP SNOW OVER A LEVEL PLATEAU.



ON THE VEDRETTA DEL MANDRONE: A RECONNOITERING DETACHMENT ON SKIS MOVING IN OPEN FORMATION ALONG A MOUNTAIN ROAD UNDER SNOW.



ON THE VEDRETTA DEL MANDRONE: A DETACHMENT LYING DOWN WHILE CROSSING THE SNOW, SO AS TO BE AS INCONSPICUOUS AS POSSIBLE.



AT A SCOUT SCHOOL IN THE PASSO GARIBOLDI: ON PARADE, WEARING WOOLLEN CAPS AND WHITE DRESS, AND EQUIPPED WITH SKIS AND SKI-STICKS.



AT A MILITARY POST IN THE PASSO GARIBOLDI: A WORKING-PARTY WITH LADDERS, ETC., SETTING OUT FOR SPECIAL SERVICE.



ON THE VEDRETTA DEL MANDRONE: A SCOUTING PARTY ON SKIS CROSSING THE SNOW ON A ZIGZAG, SINGLE-FILE TRACK, TO AVOID SUSPECTED PITFALLS AND HOLES UNDER THE SNOW.



AT PUNTA VENERO: A RECONNOITERING DETACHMENT RETURNING TO A FORT IN THE SNOW.



AT A SCOUT SCHOOL IN THE PASSO GARIBOLDI: A CLASS UNDER TRAINING GOING OUT IN THE SNOW FOR RECONNAISSANCE INSTRUCTION.



BARRACKS ON A HILL-SLOPE ABOVE THE PASSO GARIBOLDI: THE WAR-TIME QUARTERS IN WINTER AND SUMMER OF THE TROOPS ON GUARD IN THE PASS.

In spite of the most determined efforts of the Austro-German invaders, coming down through the Trentino during the early winter, and particularly in December last, to loosen the Italian foothold along the northern Italian front, they failed to do so. The Italians clung tenaciously to their mountain forts and outposts along the southern outlying Alpine range. They have succeeded in beating back every attack the enemy made to force them down on to the plains beyond and below, and have successfully maintained their guard over the southern exits

of the main passes leading from the Austrian Tyrol into Italy, and among the precipitous mountains that fringe the north-eastern shores of Lake Garda. All through the winter campaign the Italians, while standing fast in their positions in this quarter, have not ceased to keep up aggressive hostilities against the advanced Austrian mountain posts. Continuous reconnoissances, some in force, take place along the chain of posts above the winter snow-line, often leading to patrol encounters amid the rocky plateaus, and fighting at close quarters.

THE WORLD OF FLIGHT.

THE ART OF RAIDING THE ENEMY.

By C. G. GREY,
Editor of "The Aeroplane."

IN these days of frequent raids on South-Eastern England, which may quite possibly extend to Midland England as the enemy's aeroplanes become more efficient and capable of carrying fuel for longer distances, it seems worth while to consider the general proposition of the art of raiding the enemy. Of necessity, one is debarred from describing mechanical details, or even tactics other than those already disclosed in public prints as being employed; but when one is discussing art, one is concerned equally with the mechanical methods employed in producing an effect, and with the psychological effects of such methods on the public for whom they are intended; thus the art of raiding affords a fairly wide field for consideration.

Primarily, one's idea of air-raiding included no more than that certain aircraft, either airships or aeroplanes, should cruise over enemy territory, and drop bombs of some sort on something or other that seemed to make it worth while. The whole idea was very vague before the war; though it is true that a few enthusiasts without any money to spare carried out a few primitive experiments in bomb-dropping. The Germans, with their usual foresight and thoroughness, included in their aerial anticipations several quite useful designs for anti-aircraft guns, illustrations of which were published in this country a year or more before the war.

Soon after it began, bomb-dropping came to be regarded as approaching to a serious proposition, and specialists in the new art arose. Clever people began to work out complicated sighting apparatus to ensure accuracy in bomb-dropping, so that the dropped bomb might fall within a reasonable distance of its mark. Aeroplane-designers began to work seriously on the design of special aeroplanes intended to drop bombs, and to do little else. Able mechanics set to work and designed trip-catch apparatus for the release of bombs at precisely the right moment. Experts in frightfulness compounded odious and odouriferous mixtures for the explosion of bombs, and made new discoveries in fuses and delay-mechanisms, and so forth. Altogether, by 1917, bomb-dropping had become distinctly a science; and, in addition, thanks to the psychological aspect of the question, it had very nearly become an art.

To-day the art of air-raiding is distinctly a part of the whole art of war—which is the greatest art in the world. Therefore, one may set down in print something of the art of raiding as now understood.

In the first place, it is fairly plain that raiding by small numbers of aeroplanes is not worth while. The Germans recognise this fact, for they send their

raiders over twenty or thirty at a time. How little use it is to send less is shown by the small effect produced on London by the two or three raiders who have managed, on various occasions, to penetrate the artillery barrage and the patrols of defensive aeroplanes. Therefore, numbers are obviously necessary, if raids are to have material and moral effect.

When one considers the tons of shell which can be poured into a town without destroying it, one sees the futility of dropping a few bombs. One has seen a small town which had been shelled by heavy guns

bomb contains a bigger shattering charge in proportion to its weight than does a long-range shell, and that the same weight of bombs would have done more damage—if they had hit anything—nevertheless, twice the amount of damage would not have spoiled the town materially. And the whole of that town would have made only a small corner of London, or of any great industrial city.

Now, 70 tons of bombs means, anyhow, 50 big bombing aeroplanes, if the point to be raided is any considerable distance from the starting-point, as is the case with all the big German munition-centres in relation to the nearest points in France, for long-range bombing flights mean that a big load of petrol has to be carried for the out-and-home journey. Therefore, it is obvious that to have serious material and moral effect on the enemy, the bombing fleets of the Allies will have to run into thousands, rather than hundreds of aeroplanes.

When one begins to talk of aeroplanes in thousands, the question of the number of men needed to keep them in flying order becomes a serious consideration. This, however, is mitigated by the fact that bombing operations can be carried on from practically fixed bases, so that the men who would be needed for transport purposes in mobile squadrons can be used for workshop jobs, and thus the average number of men per aeroplane can be decreased. Nevertheless, the problem is quite serious.

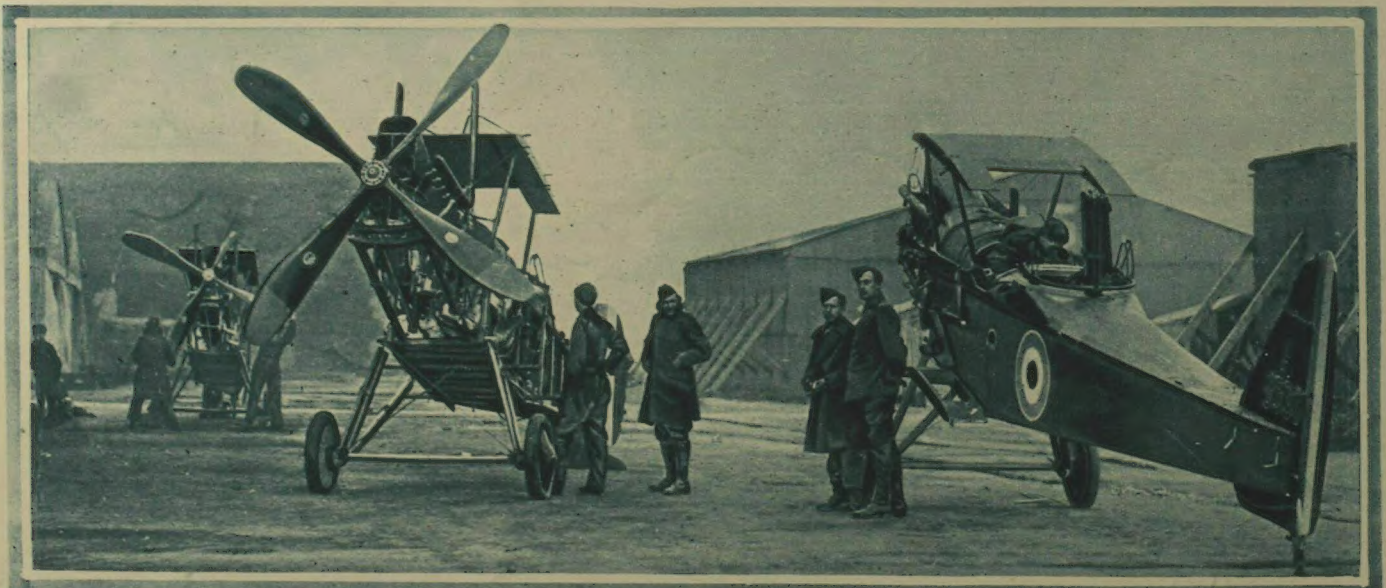
As to the psychological effect. One need only point out that continual bombing of industrial centres may affect the nerves of some of the munition-workers. Raids at night will stop all night work; and, by disturbing the sleep of the day-workers, will reduce the day output. This means a decrease in munition supplies of all sorts to the enemy's armies, and a consequent decrease in the moral of those armies. In due course this lack of confidence must spread back to the civilian population, whose loss of confidence in the ability of the armies to protect it on the ground will be accentuated by the evident inability of the army to protect it against attacks from the air. And so the effects of continual raids work round in circles, till armies and industrial workers alike collapse.

But it must be clearly understood that to produce such effects, the raids must be continuous; they must be made on a big scale, and they must be made on Germany itself. Raids on the steel and iron districts in Alsace-Lorraine certainly reduce output; but they have no more moral effect on the German people than raids on Irish Sinn-Feiners would have on English workpeople.



R.F.C. SALVAGE WORK ON THE WESTERN FRONT: ASSEMBLING AN AEROPLANE.—[Official Photograph.]

consistently for eight hours, at the rate of 12 shells an hour, each shell weighing about 800 lb.; that is to say, some 35 tons of high explosives had been dropped into it; and yet, barring a damaged house here and there, and a few real wrecks, the town remained the same shape as before. Granted that a



R.F.C. SALVAGE WORK ON THE WESTERN FRONT: RENOVATING AND RE-ASSEMBLING AEROPLANES.—[Official Photograph.]

WAR IN THE AIR: FEATS OF FRENCH SEAPLANES AND AEROPLANES.



A BOMBARDMENT FROM THE AIR OF THE PORT AND MOLE OF ZEEBRUGGE: SEAPLANES IN ACTION—THE HARBOUR UNDER FIRE.



A BOMBARDMENT FROM THE AIR OF DIEUZE AND ADJACENT GERMAN TRENCHES: A SQUADRON OF VOISIN BIPLANES ATTACKING.

SACKED BY THE BOLSHEVIKS: THE WINTER PALACE OF THE TSARS.



1. THE SACKING OF THE WINTER PALACE AT PETROGRAD: THE ROOM OF THE GRAND DUCHESS TATIANA.

Although they refer to past events, these photographs, only just to hand, are of remarkable interest. The sacking of the Winter Palace at Petrograd took place on November 8, when the Bolshevik forces overcame the resistance of the Cadets and the Women's Battalion, who were guarding the Palace, and Kerensky's Provisional Government surrendered, he himself effecting his escape. A vivid and detailed account of these events

2. SHOWING A SHELL-HOLE IN THE WALL: THE EMPRESS-DOWAGER'S WORK-ROOM IN THE WINTER PALACE AT PETROGRAD.

was given in the "Morning Post" of December 19. "And the priceless art and other treasures of the Winter Palace" (says the writer) "where are they now? The soldiery and their friends spent the night, the next day, and a good deal of Friday, in stripping and removing everything they thought good to take, and destroying most of the rest. Like mad, senseless barbarians in the palaces of the Cæsars, they slashed criss-cross

[Continued opposite.]

VANDALISM IN PETROGRAD: THE SACKING OF THE WINTER PALACE.



1. OCCUPIED BY KERENSKY, WHOSE BED WAS BEHIND THE SCREEN: THE STUDY OF THE EX-EMPEROR NICHOLAS PILLAGED.

Innumerable great works of art. . . . Through the great rooms of State and the private chambers of the Emperors of Russia . . . the marauders strove and fought, missing little and leaving nothing undamaged. . . . The world itself is the poorer for the senseless, unspeakable crime of sacking the Winter Palace. And upon whose head lies the blame? Not the Bolsheviks: they spared the Winter Palace last March. It had long ceased to

2. AFTER THE BOLSHEVIKS HAD RANSACKED IT: CHAOS IN THE ROOM FORMERLY USED AS A STUDY BY THE EMEROR ALEXANDER II.

be the residence of the Romanoffs; it was the art museum of a nation. . . . Kerensky, who created on paper this 'democracy' of Russia, elected to take up his residence in the Palace of the Tsars. Kerensky, who eight months ago lived in a mean room, has savoured to the full the luxury of Empire, . . . and feasted on the gold and silver plate of bygone Emperors and Empresses. . . . Upon Kerensky personally . . . lies the blame."

AN ADVANCE ACROSS "NO MAN'S LAND": BRITISH TROOPS FOLLOWING THE BARRAGE TO RAID THE GERMAN TRENCHES.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



AFTER THE ARTILLERY HAS PLOUGHED A WAY FOR THEM THROUGH THE ENEMY'S WIRE: BRITISH INFANTRY ADVANCING OVER "NO MAN'S LAND" IN A HEAVY RAINSTORM.

Our illustration gives some idea of what an infantry advance across "No Man's Land" is like. The British troops are seen going forward across enemy wire entanglements that had been previously shattered by heavy artillery fire. The two belts of wire in the foreground indicate the British front and support lines respectively. The range of the guns has since been lengthened, and the infantry are now following close behind the barrage of bursting shells set up by the British guns behind them. The smoke of the

barrage stretches all along the background, while in the foreground on the right is seen the explosion of a German shell. Through breaks in the smoke of the barrage may be discerned some mine buildings and trees, while, somewhere hidden by the smoke, are the enemy lines of trenches. From their support-line S.O.S. rockets—red and yellow—are being sent up as a signal to the German artillery. A heavy rainstorm is proceeding.—[Drawing Copyrighted in the United States and Canada.]

DUMMY BATTLE-SHIPS: VESSELS OF THE R.N. "SUICIDE SQUADRON."

NO. 1, 1, AND 1 OFFICIAL PHOTOGRAPHS; NO. 2, SUPPLIED BY TOPICAL.



1. IN KEPHALO HARBOUR (ÆGEAN): WRECKAGE OF A DUMMY BATTLE-SHIP MOORED AS A LANDING-WHARF SHELTER—A SURVIVOR IN THE BACKGROUND.
2. FROM "THE ILLUSTRATED LONDON NEWS" OF JANUARY 29, 1916! A DUMMY BATTLE-SHIP USED AS A BREAKWATER AT MUDROS, OFF THE DARDANELLES

3. IN KEPHALO HARBOUR: TWO DUMMY BATTLE-SHIPS AS BREAKWATERS, VIEWED WITH THEIR SIDES TOWARDS THE READER.
4. IN KEPHALO HARBOUR, IN THE ÆGEAN: END-ON VIEWS OF TWO DUMMY BATTLE-SHIPS SUNK TO DECK-LEVEL.

An article appeared in a London paper a few days ago, disclosing, as stated, "the amazing and jealously guarded secret of the existence of a British squadron of wooden dummy battle-ships, mounting dummy guns, which deceived the Germans for months in the North Sea, and decoyed them into the Dogger Bank disaster." The "New York Times" (where the tale first appeared), described the ships as the "Suicide Fleet." Curiously, two years ago, on January 29, 1916, "The Illustrated London News" published

a page-size photograph of one of the ships (reproduced again above in the inset on the left), thus described: "A dummy battle-ship: An aide to the Navy at Mudros—now a wreck, and forming a breakwater." The first illustration on this page of wreckage at Kephala after a gale, shows the dummy battle-ship "Orion," lying as a breakwater and cover for the landing of troops and provisions. The third and fourth illustrations show two other dummy battle-ships, also as breakwaters—as a broadside-on view, and end-on.

THE SOLE SURVIVOR: AN INCIDENT OF A BRITISH NAVAL TRAGEDY.

DRAWN BY CHARLES PEARCE, R.O.I., FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



SAVED BY LYING ON AN ANTI-AIRCRAFT GUN: THE SOLE SURVIVOR OF TWO BRITISH DESTROYERS LOST IN A SNOWSTORM OFF THE SCOTTISH COAST.

Our drawing illustrates one of those tragedies which from time to time inevitably befall a fleet that keeps the seas in all weathers. The Admiralty account stated: "Two of H.M. destroyers, whilst returning to their base during a violent gale accompanied by heavy snow, ran ashore off the coast of Scotland on the night of January 12, and became total wrecks. All hands except one—an able seaman—were lost." The sole survivor found refuge by lying on top of the ship's anti-aircraft gun, which was mounted on a

platform. The storm soon broke up the ship, and this gun alone remained with a small portion of the hull wedged between the rocks. The man was picked up the next day more dead than alive, but he survived the ordeal. The drawing shows the part of the ship that was left when he clambered up on it. Subsequently this part was still more demolished, the torpedo-tubes seen in the illustration being carried away by the seas.—[Drawing Copyrighted in the United States and Canada.]

THE ORIGINATOR OF "BOLOISM": THE TRIAL OF PAUL BOLO.

PHOTOGRAPHS BY ALFRED.



STANDING HIS TRIAL IN PARIS ON A CHARGE OF RECEIVING GERMAN MONEY TO INFLUENCE FRENCH OPINION:
PAUL BOLO—WITH HIS COUNSEL, MAÎTRE ALBERT SALLE (SEATED JUST BELOW HIM).

"Boloism," like "camouflage," is a word brought into being by the war. The thing it expresses is not new, but it was reserved for Paul Bolo to give his name to it. His trial in Paris has aroused intense interest, not only as regards himself, but even more in its bearing on the charges against M. Caillaux, M. Malvy, and others. Bolo himself (seen above standing at the prisoners' bar) is accused of "Having entered into communication with the enemy Power of Germany, notably through the ex-Khedive of Egypt and Sadik Pasha, with the object of favouring enemy undertakings; Having, with

the same object in view, received from Cavallini some money sent by the German Government to the ex-Khedive in order to create a pacifist movement; Having, in 1915, endeavoured, for the purposes of the enemy, to buy shares in the 'Figaro' with money of German origin; Having, in 1916, received money from the German Government through the intermediary of Pavenstedt and the Deutsche Bank for the purpose of creating a movement of opinion favourable to the enemy in the French Press; Having furnished to M. Humbert, director of the 'Journal,' enemy money with a similar intention."

A FRENCH EX-MINISTER ACCUSED OF TREASON: THE MALVY TRIAL.

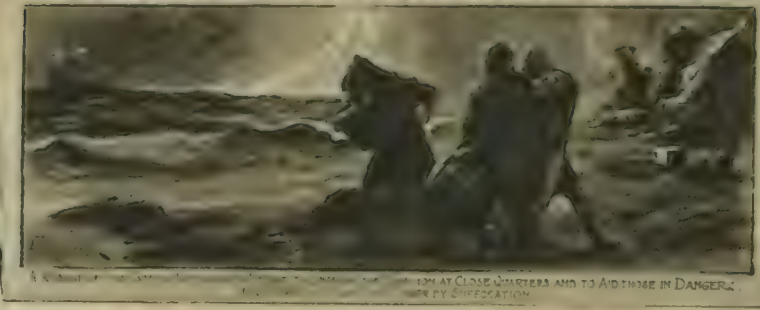


CHARGED WITH "GIVING INFORMATION TO THE ENEMY": M. MALVY, EX-MINISTER OF THE INTERIOR, AT THE OPENING OF HIS TRIAL BEFORE THE SENATE SITTING AS A HIGH COURT OF JUSTICE.

In our issue of February 2, we illustrated the preliminary proceedings in the Malvy case. The above photograph shows the opening of the actual trial before the Senate sitting as a High Court of Justice. In the foreground are Senators following the printed text of the indictment as it is read out. Beyond are M. Malvy (seen also in the small inset photograph) with his leading Counsel, Maître Bourdillon, on his right, and behind him his assistant Counsel, Maître Guillaud. A Reuter account of the proceedings says: "After roll-call—some thirty Senators did not answer—M. Malvy was introduced and

went through a short formal examination as to his identity. The Procureur-Général then made his indictment. He recalled especially the conditions under which M. Malvy was accused of having given information to the enemy as to French military and diplomatic projects, in particular the plan of attack on the Chemin des Dames, and also of having favoured the enemy by provoking military mutinies. The Procureur-Général urged that the case fell within the competence of the Court of Justice, and stated his reasons in favour of further investigation. The Court continued the proceedings *in camera*."

SCIENCE & NATURAL HISTORY

SCIENCE
JOTTINGS.

RATIONS AND HEALTH.

WITH the Government rationing scheme so close upon us that it will probably be in full force soon after this appears in print, it may be as well to consider what effect it is likely to have on the nation's health. By this I do not mean the health of our gallant soldiers and sailors, nor of our munition-workers and other manual labourers in the employ of the State, because it may be assumed that the Government has already had the best advice obtainable on this point, and has satisfied itself that the rations which it is now providing are sufficient to maintain their consumer in full working efficiency. What one has to consider is the effect that the reduction in the amount of food that he or she is to be allowed to consume is likely to have on the health of the ordinary citizen of the black-coated class, whether in town or country. As for the agricultural labourer, he has, unfortunately, been too used to privation during the decay of agriculture in this country for the coming change to make any difference to him.

On the whole, then, it may be said at once that the proposed scheme seems likely to promote rather than to damage the health of this numerous class. This is especially the case with regard to the severe restriction of the meat ration which forms the chief feature in the Government scheme. Although it has lately been said in this column that meat was in some respects the ideal food for the brain-worker, because of its easy and rapid assimilation, it should be remembered that the brain-workers form but a very small percentage of the class under consideration, and there can be little doubt that the remainder have in times of plenty been accustomed to consume more meat than they needed. Omitting the question of cancer, thought by some to be caused by a too-plentiful meat diet—as to which there is really no conclusive evidence—there is fair reason to suppose that the three meat meals a day which have hitherto been usual with the black-coated class have had something to do with the great increase of appendicitis noticeable before the war. Without going to such heroic lengths, however, the marked decrease in the sale of "patent" and other remedies for indigestion shows that the cutting-down of the consumption of meat that has already taken place has had a beneficial

effect; and there is no reason why this effect should be lessened by its further limitation. The rationing of meat may therefore be considered as likely to improve rather than impair the health of the average sedentary worker.

This tendency is considerably accentuated in the case of sugar. The consumption of sugar, almost

in the *British Medical Journal* for the 2nd of

this month, has shown that in 300 cases of diabetes coming under his observation 31 per cent. appeared to be caused by excess of sugar in the diet, 40 per cent. by anxiety or overwork, and about 60 per cent. by the two causes combined. Here, then, are two reasons why the reduction in the consumption of sugar is likely to be distinctly beneficial.



A BRITISH SUBMARINE: THE CONNING-TOWER DURING A SURFACE SPIN.
Photograph supplied by Topical.

unknown to our ancestors in Tudor times, has increased up to the outbreak of war by leaps and bounds, with a marked effect on the health of the population. The well-nigh universal opinion of dentists is that it is the chief factor in the early decay of the teeth

lution, and shows that the nation's vitality has been increased rather than diminished so far by the reduction of food. This gives fair ground for confidence that the further reduction now about to be enforced will not injuriously affect it.



A BRITISH SUBMARINE: A BOW VIEW OF THE CRAFT DURING A SURFACE SPIN.
Photograph supplied by Topical.

which is one of the most salient features in modern life, and this brings with it a whole train of diseases of the digestive organs. But, beyond this, there is another and more subtle danger. Dr. R. T. Williamson,

is impossible to alter the ideas of our womenfolk all at once, and here again the only effective way out of the difficulty seems to be the provision of national kitchens.

Let this view be thought too optimistic, it may be as well to say that the ration of butter or margarine seems to have been fixed at too low a figure. Dr. F. G. Hopkins, in his lectures at University College, Gower Street, last month, showed that the wheat-flour of which our "war" bread continues to be made is very deficient in fat, and that bread-and-butter therefore answers a physiological want. Four ounces of butter or margarine per week does not seem to afford much latitude in this respect, yet on this and potatoes the Food Ministry seems to expect the sedentary worker to live. If the margarine ration cannot be increased, the remedy must be sought in improved cooking. But it

F. L.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY STYARN, LAFAYETTE, MACLE AND FOX, LAMBERT, WESTON, HASSANO, HOWE, AND SPORT AND GENERAL



CAPTAIN W. P. NESS-WALKER,
M.C.
R.F.A. Eldest son of Mr. W. Ness-
Walker, J.P. of Anthorpe, Danby.



CAPT. ALLAN GILMOUR,
Yeomanry. Son of Mr. and Mrs. W.
Ewing Gilmour, of Rosehall, Sutherland.



LIEUT. E. E. MACCOLL,
Royal Scots. Represented Clifton College,
(Boxing) in Aldershot Inter-Public Schools
Competition, 1914



CAPTAIN L. B. HODGE,
London Regt. Son of Mr. and Mrs.
Arthur B. Hodge, The Redlings, Tot-
tenham



CAPTAIN J. H. LANGDON YORKE,
M.C.
Yeomanry. Son of Mr. J. C. Yorke, of
Langton, Durbach, Pembrokeshire.



CAPTAIN A. T. L. RICHARDSON,
West Somerset Yeomanry. Son of Rev.
Alfred Richardson, Torquay, late Vicar
of Combe Down, Bath



MAJOR JAMES THOMSON,
Royal Garrison Artillery. Officially
reported as having died while on
duty



LIEUT. R. W. HARGREAVES,
Welsh Guards. Son of Mrs. Hargreaves,
Ellesmere, Shropshire. In 1914 joined
the Ceylon Planters Rifle Corps.



CAPTAIN AND ADJUTANT T. E.
JENNINGS,
Norfolk Regt. Mentioned in despatches.
Son of Mr. John Jennings, Norwich.



COMMR. C. SKEFFINGTON WEST,
D.S.O.,
R.N.V.R., R.N.D. Son of late Rev. H. M.
West and of Mrs. West, Wokingham.



MAJOR ARTHUR ION FRASER,
D.S.O.,
Indian Cavalry. Son of Mr. Arthur M.
Fraser, Winnipeg, Canada.



CAPTAIN ROBERT S. B.
CHAMBERS,
King's Royal Rifle Corps. Has been
officially reported as killed in action.



CAPT. ALASTAIR BRUCE BREMNER,
N. Rhodesian Military Police. Son of
Mr. William Bremner, Ballyvolant,
Gulldown, Guildford.



LIEUT. MARTIN HUNTLEY-
COLLIER,
R.N. Distinguished as an athlete and
boxer. Lost at sea while on duty.



CAPTAIN H. S. BENJAMIN,
Worcestershire Regt. Only child of Mr.
and Mrs. Henry S. Benjamin, of Pem-
bridge, Crescent, W.



CAPTAIN ANTHONY D. CLARK,
Sherwood Foresters. Son of Rev. H. and
Mrs. Clark, The Manor, Chesterton,
Cambs



LIEUT. C. H. WALDRON COUGH,
Cheshire Regt. Son of Dr. Cough, Medical
Officer of Health to Northwich Urban
District Council.



CAPTAIN AND ADJT. A. N.
COUSIN,
York and Lancaster Regt. Son of Mr.
and Mrs. S. Cousin, of Dorking.



CAPTAIN E. H. G. SHARPLES,
R.F.C. Son of Rev. H. M. and Mrs.
Sharples, Finchall Rectory, Yorkshire.
Killed while flying.



LIEUT. ROGER C. TAYLOR,
S. Staffs Regt. Son of Mr. and Mrs.
S. Taylor, Pouchen End, Boxmoor,
Hertfordshire.

NEW NOVELS.

"The Green Mirror" (Macmillan). More than the Trenchard family appears reflected, as in a glass darkly, in Mr. Hugh Walpole's "The Green Mirror." For all its cleverness, and its haunting picture of the conservative and entrenched mediocrity of an old English stock, there is something that

There was a large apple-tart, a white blanc-mange, with little 'dobs' of raspberry jam round the side of the dish. . . . Everything seemed to shiver as they sat down."

"The Spy in Black." We congratulate Mr. J. Storer Clouston on "The Spy in Black" (Blackwood). We approached it with some misgiving, spies, plain or coloured, being a drug in the novelist's world at the present day. "The Thirty-Nine Steps" is one of the most successful examples of this kind of romance; and when we say that Colonel John Buchan must look to his laurels now that Mr. Clouston has entered the lists, we think the reader will be able to measure the enjoyment that is waiting for him in "The Spy in Black." His book is distinguished by containing a Hun who is a gentleman—but, then, he was a sailor. His Hunnish point of view, ineradicable, of course, really only comes into prominence in the penultimate chapter, and everybody will feel relieved that he did not share the fate of his U-boat at the hands of the British hunters. We discover in this excellent story how to get to the islands of the Far North if you are a German emissary, and how not to get there in spite of ingenious and murderous devices, and how enemy submarines may be very properly hoist with their own petard. The boys in the Grand

Fleet will like to read "The Spy in Black"; we commend it as a gift to gun-rooms. But Mr. Clouston might note that it is not the R.N.R. that wears the zigzag stripes. In the next edition, perhaps, Lieut. Topham will have his plaited lace, and critics will fail to catch an entertaining author tripping.

"Tales That Are Told." It is interesting to see a novelist working through the medium of the short story. A collection of tales generally indicates the predominant idea; and "Tales That Are Told" (Skeffington), by Mrs. Alice Perrin, is not an exception to the rule. We discover that Mrs. Perrin, though she writes the histories of Anglo-Indians in her longer books, with a convincing adherence to actualities, has a prepossession in favour of eerie things, and snake stories for special choice. This does not appear in the first and longest tale, which relates how

Kudah Bux, Indian student, married an English girl in England, and took her to his own country, wherefore tragic events befell them both. It is a finished and haunting little piece of work; but, being a novel in miniature, it fails to come under the category of the short story. "Tales That Are Told" is worth getting, if only for the sake of Kudah Bux, and Emily, his British bride. After it come stories of ghost snakes, and pre-natal influence of snakes, and (when snakes are done) pig-tailed and canine phantoms—all very pleasantly goose-fleshy to read aloud to a family circle. It is a book to be included in country-house luggage, or to be recommended as a diversion in the basement on air-raid nights. Mrs. Perrin knows her public; and she has once again put the knowledge to good use in bringing out this seasonable volume.

Amid the host of organisations doing good work for our soldiers and sailors, the Church Army must be given a high place. Its many-sided forces are being employed to the fullest extent in so many ways that the value to the Army and Navy is incalculable, and yet its ordinary peace-time efforts are maintained. In every part of the



HEAVY GOING: A ROAD SCENE ON THE WESTERN FRONT.—[Official Photograph.]

does not seem to us to get home, to act directly, about its images. They hardly appear to us to be life. They are the shadows of life in the mirror of Mr. Walpole's mind, and though they are accurate in outline and detail, they have an unnatural hue. There criticism ends, and the critic can admire without reservation the workmanship that has made an absorbing and masterly book. The mirror touches are not to be beaten. Aunt Aggie, for instance. No Dutch painter painted in every fold of a stuff gown, every wrinkle on an apple face, more realistically than Mr. Walpole has dealt with Aunt Aggie's toothache and Aunt Aggie's withered soul. And the English Sunday supper, which leads inexorably, by its awful chill upon body and spirit, to one of the crises in Trenchard history. "Sunday supper should be surely a meal very hot and very quickly over; instead it is, in all really proper English families, very cold and quite interminable. . . . A tremendous piece of cold roast beef was in front of Mrs. Trenchard; in front of Henry were two cold chickens. There was a salad in a huge glass dish, it looked very cold indeed. There was a smaller glass dish with beetroot.



IN A DRAUGHTY BILLET: ON THE WESTERN FRONT.—[Official Photograph.]

war areas it is actively at work, and all who sympathise with its beneficent and successful efforts can obtain full particulars by writing to Prebendary Carile, Hon. Chief Secretary, 55, Bryanston Street, W. Although a "Church" Army it is very liberal in its interpretation of its title, and all deserving cases appeal to it.

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| 1 Steel | 12 Coffee Spoons | 2 Sauce Ladles |
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"JENNY WREN," THE HANDY WOMAN OF THE "W.R.N.S."

MEN have had many privileges in this world's history, but has there ever been one more touched with romance than their exclusive right to "run away to sea"?—to join in that great adventure which is so dear to this nation of islanders?

The great upheaval of the world which is now going on is slowly relieving the man of his "exclusive rights," and women are taking part in guarding and working for these much-loved British Isles.

To "run away to sea," or a near equivalent to it, is now a possibility for women, and surely the most romantic of War Services is coming into being.

Just as the "W.A.A.C." is doing such fine work with the Army, so the "W.R.N.S." is coming forward to do its bit for the Navy in all departments where women's work is possible—and, indeed, in many

organisation of the service has been formed there has been the keenest interest to know what "Jenny Wren" is to look like and what she is to do.

Under Dame Katharine Furse, G.B.E., the Director, and her staff of Directors and Principals, the scheme of the Women's Royal Naval Service has now taken shape, and the "Wrens," in the glory of their naval uniform, will soon be a familiar figure on our coasts.

"Jenny" will not, so far, be able actually to go to sea, but she will be in close touch with it, and London will only have glimpses of her at her work. First, the "Wrens" will become familiar to Londoners as drivers of the Admiralty cars; though, of course, the officers of the Service are attracting much inter-

ested attention in their handsome blue uniform with the brass naval buttons and black "cocked" hats with a particularly handsome badge of blue and gold and silver thread, the blue being repeated on their

sleeves in rings to denote rank. The drivers to the Admiralty will have a pretty severe test to pass, as they must be able to handle most kinds of cars, light lorries, and ambulances; and night work in the darkened coast towns will call for a steady nerve, quick eyesight, and a ready mind to "turn to" at any emergency, and will give full scope to the plucky girl with a spirit of adventure. The Crystal Palace, which was slumbering away into a dreamy old age, has sprung

into busy life under the stress of war, and the sailor girl is soon to take her place there among the great host of naval men who make it their quarters. How this old building, born in an age of crinolines and "the vapours," will shake its glassy sides with surprise at the sight of these active young feminine

Jack-Tars! Dressed in a comfortable coat-frock of Admiralty serge with naval buttons, and a becoming, close-fitting hat with the "W.R.N.S." naval ribbon, they are beginning service there as "writers to the Navy"—an intriguing life for clerks—and, as immobile



ON THE WESTERN FRONT: A CANADIAN USING THE REMAINS OF A GERMAN AEROPLANE AS A CLOTHES-HORSE. —[Canadian War Records.]

where women have not been thought capable of the work.

The moment it was whispered abroad that service with the Navy might be possible, an almost unprecedented amount of enthusiasm was shown for this new war work; and during the weeks in which the



AT A MOBILE WORKSHOP ON THE WESTERN FRONT: REPAIRING MOTOR-CYCLES IN THE MUD. [Australian Official Photograph.]

workers, it is an opportunity for the London and suburban girl to offer her services.

Now the "Wrens" are to realise from the first that they are not to be young ladies tied up in red tape, but to use their wits and their hands to the best advantage wherever they are put. They are to be encouraged to think and act for themselves where possible, and to seize opportunities and suggest improvements where they can see them in their work. They must start on their new life with the steady, sincere purpose of doing everything in their power to serve our wonderful Navy and its valiant men, and do all they can to lighten their burdens and to make their surroundings more comfortable.

Again, when the "Wrens" are in hostels of their own, no slackers will find a place. They are to try and earn the honest title of the "handy-women" of the Navy, and to keep busy in making their own surroundings cheerful, homelike quarters, with plenty of occupation and recreation in their "off time."

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Buddha.

"If you can force your heart, and nerve, and sinew
To serve your turn long after they are gone.
And so hold on when there is nothing in you,
Except the Will which says to them: 'Hold on!'"
Kipling.

"I must—I will—get back my health!"

The man who says this to himself—really meaning it—is thereby helping and hastening his own recovery—so much does will-power influence bodily processes.

But in nerve weakness, unfortunately, the will-power itself is enfeebled; the patient is too limp and listless to make the necessary effort of volition; and it is here that Sanatogen comes to his aid.

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THE PLAYHOUSES.

"THE LITTLE BROTHER." AT THE AMBASSADORS.

IF only there were less loquacity and more directness in Mr. Benedict James's interesting story of "The Little Brother," if only he had known when to muzzle his



WITH THE SERBIANS: AT A HEADQUARTERS CAMP. [Photograph by C.N.]

characters and leave a dramatic situation to speak for itself, something more than promise might have been predicated, something more than half-praise could have been cheerfully given to this melodrama of pogroms and Russian Jewry. Well enough prepared is its theme—that of a mixed marriage between a priest's son and a Rabbi's daughter; true enough and comic enough are some of its lighter scenes illustrative of Jewish customs and Jewish types; and the climax of discovery in the play, wherein the persecuting priest is proved to be a brother of the Rabbi, and therefore to belong to the race he has helped to massacre, ought to be enormously effective. But it is

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half-spoilt because of the garrulity of the protagonist, and because, after all, though they are in conflict of a sufficiently desperate sort about their religion, there is no clash between them over the marriage which is the topic of the play—they both want to prevent it. Naturally, the two men dominate the stage, and their rhetorical duel provides the chief opportunity for acting. Mr. Lyn Harding as the red-wigged priest has a grim make-up, but is, perhaps, more vehement than really passionate. Jewish playgoers must be left to decide whether Mr. Fisher White, so sincere in the Rabbi's bursts of emotion, gives us a portrait that is racially exact. But there is no denying the humour and quaint attractiveness of Mr. Ben Nathan's marriage-broker, whose every appearance introduces an atmosphere of geniality.

The well-known company, Carreras, Ltd., after writing off all charges, including advertising and excess profits duty payable in respect of 1915-16, shows an available balance of £97,185, and the directors recommend a dividend at the rate of 12 per cent. per annum for the half-year, making 10 per cent. for the year ended Oct. 31, 1917, the same as for the preceding twelve months. They also place £25,000 to reserve, making that fund £140,000, and carry forward £44,227.

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

CORRECT SOLUTIONS OF PROBLEM Nos. 3770 and 3772 received from J. B. Camara (Madera); of No. 3773 from C. Field (Athol, Mass., U.S.A.), I. Grant (Cleveland, U.S.A.), and W. Adams (Ruxton, Maryland, U.S.A.), of No. 3774 from J. B. Camara and C. Field; of No. 3775 from J. Macintosh (Dumfries), S. Holman, F. Drakeford (Brampton), N. R. Dhanavir (Padrihan), B. Kühner (Huddersfield), W. R. Tebbis, W. L. Salisbury-White (Bursall), W. L. Caferata (Grantham), E. Srdum, M. Smea, and J. Dixon.

CORRECT SOLUTIONS OF PROBLEM No. 3778 received from J. Dixon, G. Stillingfleet Johnson (Salford), A. H. Arthur (Bath), J. Fowler, and M. L. Evans (Exeter).

SOLUTION OF PROBLEM No. 3770 BY S. HERLAND.

WHITE.
1. B to R 7th
2. B to Kt 8th
3. Q mates.

BLACK.
P takes P
K moves

If Black play 1. P to Kt 4th, 2. P takes P (en passant), etc.

CORRESPONDENCE CHESS.

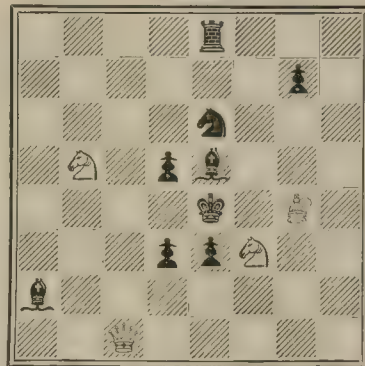
Game played in an International Correspondence Tourney organised by the *Revue Suisse d'Echecs*, between Messrs. L. TRAWIN and K. DITTRICH. We quote the score from the *British Chess Magazine*. The notes are our own.

(Albin's Counter Attack.)

| WHITE (Mr. L.) | BLACK (Mr. D.) | WHITE (Mr. L.) | BLACK (Mr. D.) |
|--|----------------|---------------------|--|
| 1. P to Q 4th | P to Q 4th | 13. B takes Kt | P takes B |
| 2. P to Q B 4th | P to K 4th | 14. Q to Q 3rd | Q to B 5th |
| This constitutes the Counter Gambit, attributed to Albin. It is analogous to the Falkbeer Counter Gambit on the King's side. | | | |
| 3. Q P takes P | P to Q 5th | 15. P to K Kt 3rd | B to B 3rd |
| 4. Kt to K B 3rd | Kt to Q B 3rd | 16. B to K 2nd | B to R 3rd |
| 5. Q Kt to Q 2nd | P to K Kt 3rd | 17. Q to K 4th | |
| P to K Kt 3rd has many points in its favour, and is often adopted by Schlechter in actual play. | | | |
| 6. P to Q R 3rd | Q to K 2nd | 17. R to K sq | |
| 7. P to R 3rd | B takes Kt | 18. Kt takes Q P | Q to Kt 3rd |
| 8. Kt takes B | Castles | 19. P to B 5th | Q takes Kt P |
| 9. B to Kt 5th | | 20. Castles | Q takes Kt |
| Saving the gambit Pawn, White plays a very good game from now to the end. | | | |
| 9. P takes P | P to B 3rd | 21. Q takes P (ch) | K to Q sq |
| 10. P takes P | P takes P | 22. K R to Q sq | B to Q 7th |
| 11. B to B 4th | Q to K 5th | 23. R to R 2nd | Q takes Q B P |
| 12. Q to Q 2nd | Kt to K 4th | 24. Q R tks B (ch) | K to K 2nd |
| | | 25. R to Q 7th (ch) | —and mates in seven moves. An interesting example of this variation of Queen's Gambit declined, especially on the opener's side. |

PROBLEM No. 3779.—By W. Mason (New York).

BLACK.



WHITE.

White to play, and mate in two moves.

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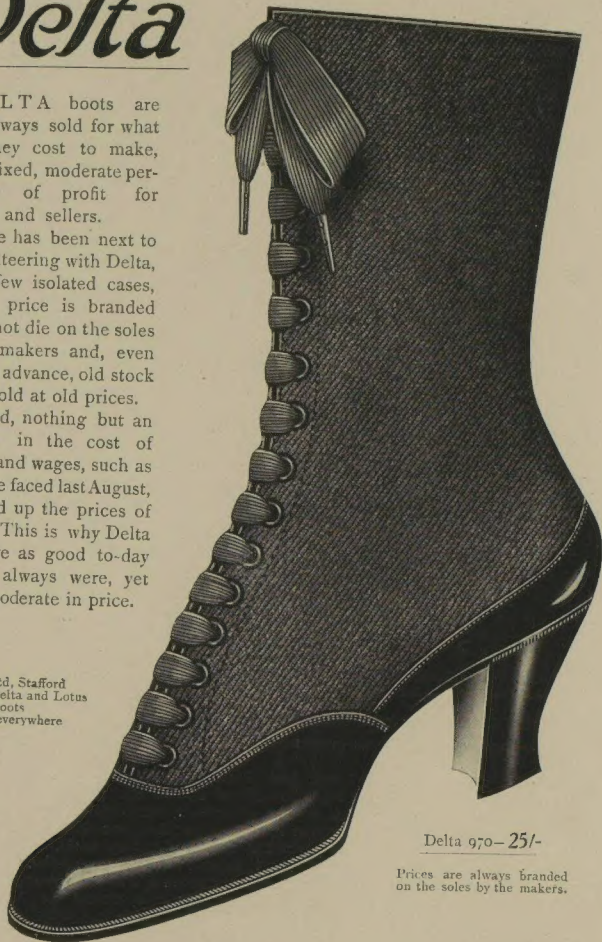
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There has been next to no profiteering with Delta, only a few isolated cases, for the price is branded with a hot die on the soles by the makers and, even after an advance, old stock is still sold at old prices.

Indeed, nothing but an increase in the cost of leather and wages, such as had to be faced last August, can send up the prices of Delta. This is why Delta boots are as good to-day as they always were, yet are so moderate in price.

Lotus Ltd, Stafford
Makers of Delta and Lotus
Boots
Agents everywhere



Delta 970-25/-

Prices are always branded on the soles by the makers.

1187

How Little Tich banishes Head and Nerve Pains

Holborn Empire,
December 13, 1917.
The Daisy Co.,
Gentlemen,

As I have always used your "Daisy" tablets with unqualified success whenever a neuralgia or headache attack has happened, it seems but fair that I should let you know.

My professional work makes it imperative that I should be free from any such condition, and your splendid remedy is the best preparation I know of.

You have my permission to publish this letter, and also my photograph.

Yours sincerely,

Little Tich



Photo, by
F. Bastin.

Laughter and Little Tich are always allied, for who can resist the whimsicalities of this most original of comedians?

And what better tonic than a hearty laugh—what more refreshing than to be amused as only Little Tich can tickle us in his inimitably quaint way?

But the greatest of all little men is just as human as the rest of us, and admits that an occasional headache falls to his lot—though the panacea is always at hand in the form of "Daisy" Tablets.

Read his interesting letter to the proprietors.

"DAISY"
TABLETS

Cure Headache & Neuralgia.

TREATISE & SAMPLE FREE.

If you would like to try them at our expense, send us your name and address on a postcard, and we will send you FREE a dainty box along with a very interesting scientific booklet on the cure of head and nerve pains of all kinds. Write to-day to
DAISY, LTD. (Dept. T 13), LEEDS.

Daisy Tablets are sold by Boots, Taylor's, and Chemists everywhere at 1/3 per box, or direct (post free) from Daisy, Ltd. (Dept. T 13), Leeds.

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FRESH strength to meet the duties of the day: an optimism as boundless as the ocean, that will surmount the difficulties of the times: let these be yours by building up the system and nerve-centres with 'Bynogen,' the new food element.

'BYNOGEN,' the special glycerophosphate nerve-food, contains organic phosphorus with concentrated milk-protein and a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt.

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Brings Health

Sold by all Chemists
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1347



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NO BAD AFTER-EFFECTS.

Of all Chemists, 10/- Boxes 2/6 & 5/-.
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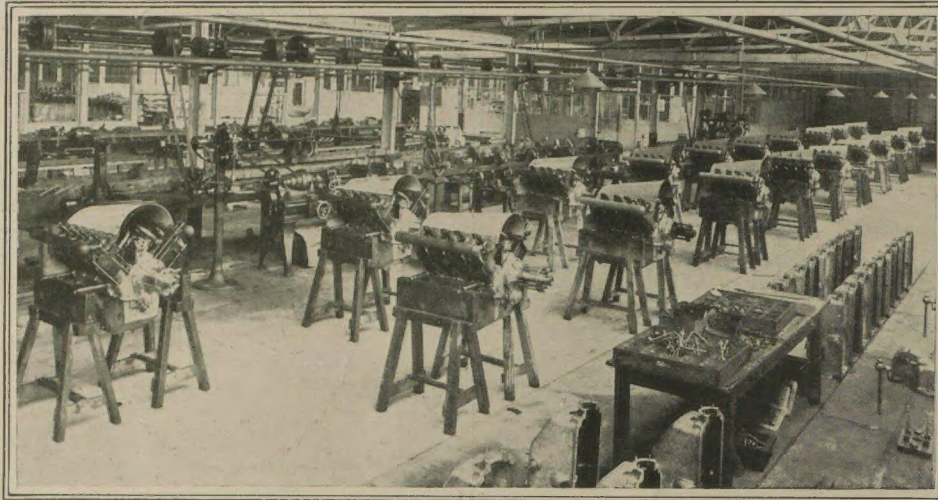
THE CHRONICLE OF THE CAR.

The Question of "Prejudice." In connection with the allegations which have been made broadcast that the motorist and the motor-car are the subjects of virulent prejudice on the part of the Government and the public, a meeting was held last week at which were present a number of the leaders of the trade and most of the Pressmen identified with automobilism. The subject of the discussion was this alleged prejudice, and I must say that it did not strike me there was any real consensus of opinion among those present that such prejudice really exists in the form some would have us believe. To be exact, the only argument of a telling kind was one stated by Mr. Joynton Hicks, M.P., who told us that when he stood up in the House to speak in favour of the motorist he had to realise from the beginning that he was in the presence of a hostile audience. *Ergo*, he argued, Parliament is prejudiced against motorists and motoring. Agreeing, as one must, that this atmosphere of hostility exists, I think we have to look well below the surface for its cause. For my own part, I most certainly do not believe that it has its roots in prejudice against the motor-vehicle *qua* motor-vehicle. That, I submit, would be as impossible as it would be illogical. Every Member of Parliament without exception—or with very few exceptions—uses the motor-car. Probably ninety-five per cent. own motor-cars, and there are very few who are not deeply indebted to the assistance of the car for their election to Parliament and in their political work. Moreover, each one is capable of realising—and does realise—that the whole future of our transport system is bound up in the development of the motor-vehicle. How, then, can there be any real prejudice? Obviously, there cannot. But equally we cannot deny the existence of the hostility of which the Member for Brentford spoke, and it follows that it must be based upon something which is not prejudice against the car, but

which is germane to it or to its use. To my mind, the answer to the question implied is as clear as noonday. It is to be found in the one word—roads. We have to remember that Parliament is very largely composed of men with what may be justly described as County Council interests. That is to say, when we talk to them about motor-cars they at once become the representatives of those bodies who have to pay for the upkeep of the highways, and whose direct interests are opposed to any form of traction which imposes heavier burdens on the local highway authority. They would, from this point of view, be just as hotly opposed to the principle of reverting

given rise to an impression among a certain section of Press and public that the motoring interest aimed at securing a monopoly of the highways, or something very nearly approaching it. Of course, this was not so by any means; but the fact that the impression has been created remains. Undoubtedly there is strong need for revision of the legislation affecting highway transport, particularly mechanically propelled transport; but we can only secure this revision at the proper time and by the proper methods. As to the former, the time is certainly not now; and I think it is the worst of tactics for anyone to attempt to raise an outcry about "grievances" before we have done with the war. With regard to the question of methods, I think we must attack the roads problem. Once get that settled on a satisfactory basis, and the hostility will all disappear as a natural consequence. Everyone—Parliament, Press, and public alike—is agreed that the present system of highway maladministration is an anachronism which must be swept away as one of the first tasks of administrative reconstruction after the war. What is needed is a Ministry of Communications in which all highway control shall be vested, administering funds derived from Imperial taxation for highway construction and maintenance, to take the place of the multitudinous authorities who at present mismanage—often through no fault but that of the system—our main roads. It is an oft-quoted example, I know, but I think I may venture once more to mention the case of one of our principal main arteries which boasts of rather more than seventy separate authorities having sectional responsibility over some part of its 140 miles' length. That by itself, if there were no other argument, is quite enough to condemn the present want of system. What need is there to wonder that some at least of these authorities should be "prejudiced" against a form of traction which has, after years of small expenditure on highway upkeep, caused them to be faced with a yearly increasing burden on local finances? For

(Continued overleaf.)



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our transport arrangements to those of the stage-coach era.

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In endeavouring to secure piecemeal "most favoured nation" treatment for the motorist. That way, I think, lies more trouble. In the past we have talked much about the necessity for securing more favourable legislation for the motorist and his vehicle, and that has undoubtedly

The ultimate argument that emerges, unless I am altogether wrong in my premises—and I submit that I am not—is that our real remedy lies not in endeavouring to secure piecemeal "most favoured nation" treatment for the motorist. That way, I think, lies more trouble. In the past we have talked much about the necessity for securing more favourable legislation for the motorist and his vehicle, and that has undoubtedly

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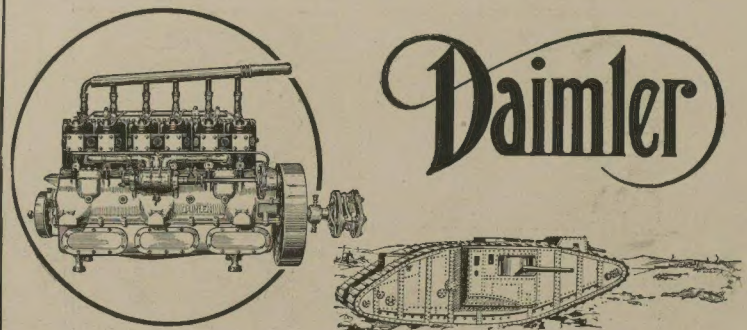
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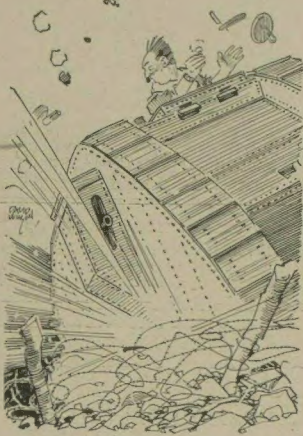
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La-rola

is a delicately scented toilet milk, neither sticky nor greasy, and is easily absorbed by the skin. It is very economical to use, a good sized bottle costing only 1/11. You can get it at all chemists and stores.

PALE COMPLEXIONS may be greatly IMPROVED by just a touch of "La-rola Rose Bloom" which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives the BEAUTY SPOT! Boxes 1/-

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Virginia,
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Continued.
my own part, I think we shall do well to concentrate almost entirely on the highways question, because, as I have already said, if and when that is put on a final and satisfactory basis the last excuse—and, as I firmly believe, the only one that matters—for "prejudice" will have disappeared. W. W.

One of the unmistakable and, to women, irresistible signs of the coming spring is the announcement of the White Sale at Harrod's great establishment in the Brompton Road, and, as it lasts for one week only, wise women will make their way there without loss of time on Monday, Feb. 18, and secure some of the bargains. To those who are unable to pay a personal visit Messrs. Harrod's will send a comprehensive, illustrated catalogue, from which they can make their



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The well-known Humber Company, Ltd., have instituted a ladies' football club, in connection with their famous works, and the girls have taken to the game with enthusiasm. The example of the Humber Company has been largely followed, and a number of clubs have been formed. But the Humber Team has never yet been beaten, having scored this season 59 goals against 3.

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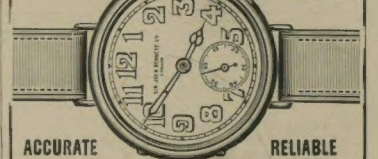
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